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# INFORMATION REPORT

COUNTRY

Austria/USSR

**SUBJECT**

Juschmeschtrans Transport- und  
Speditionskontor (Yuzhtrans)

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Comment: The spelling "Juschwneschtrans" is the German transliteration of the original Russian word.)

The following comprehensive report on the Soviet-controlled transport agency, Juschneschtrans Transport- und Speditionskontor (also called Yuzhtrans in previous reports), covers the period from late February through April 1948. It should be noted that the enterprise is not a large one, and that some individuals within the organization may have multiple functions. The importance of Juschneschtrans is twofold: on the one hand, it holds a significant position in furthering Soviet economic aims in Austria; on the other hand, it offers the possibility of systematic exploitation for Soviet intelligence purposes. It is probable that, up to the present, economic considerations have limited, or completely prevented, use of the firm as a means to acquire intelligence (see also paragraph 20 below).

The following is a conspectus of the topics treated in the present reports:

1. Generalities
2. Geographical Range of Juschweschtrans Operations
3. Relations of Juschweschtrans with ODSC
4. Relations of Juschweschtrans with Schenker & Co.
5. Relations of Juschweschtrans with Moscow
6. Political Orientation of Firm
7. Organization of Personnel
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10. Relations of Juschweschtrans with USIA
11. Procedure for USIA Orders
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13. Waybills and Other Documentation for USIA Shipments
14. Accounting and Personnel Procedures
15. Delivery Staff
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17. Night Watchmen
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19. Possible Soviet Informers at Juschweschtrans
20. Possible Intelligence Mission of Juschweschtrans
21. USIA Shipments through Juschweschtrans to Italy, March 1948
22. USIA Shipments through Juschweschtrans to Eastern Europe, March and early April 1948
23. Juschweschtrans Shipments from 20 - 28 April 1948

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It will be noted that Juschneschtrans does business in an atmosphere of unusual secrecy in an evident attempt to conceal both the nature and the volume of Soviet commercial transactions in Austria. Particular emphasis seems to be laid on withholding details of all USIA shipments to the USSR. Essentially, however, every shipment made by Juschneschtrans is confidential, and employees have been particularly cautioned against disclosing any sort of information concerning Juschneschtrans to outsiders.

### 1. Generalities

Juschneschtrans, Transport- und Speditionskontor, was registered in the Austrian Commercial Registry (Handelsregister) in October 1946 as an Austrian transport firm with offices at Vienna IV, Wolllebensgasse 8. It is in reality a business enterprise of the Soviet Government, closely integrated into the framework of the Soviet enterprises in Austria. Volume of shipments to the West is small in comparison with shipments to Eastern Europe. Juschneschtrans ships to all parts of Europe by truck, rail, water, and air. One of the Juschneschtrans' functions is transportation of USIA goods, but the firm is not subordinate to USIA management. Iven S. POPOV, Soviet general manager, receives his orders directly from Moscow and submits written reports to Moscow. The assistant manager of the firm and de facto commercial head is a Russian-speaking Austrian from Bukovina named Otto DONETZHUER. Juschneschtrans has 145 employees, including Soviet and Austrian personnel, and is divided into four main departments: Accounting Office, International Shipping, USIA Shipping, and Motor Vehicle Department. The firm maintains a garage in Kinschgasse, Inzersdorf, and a billet for employees at Vienna IV, Wolllebensgasse 6. It does not possess any warehouses of its own. There appears to be no direct connection between Juschneschtrans, Vienna, and transport firms of the same name in Budapest and Bucharest, also operated by the Russians.

### 2. Geographical Range of Juschneschtrans Operations

Juschneschtrans is prepared to do business throughout Europe. Transports to the West are dispatched through the Pantzas firm in Buchs (Switzerland) or the Hodge-werf firm at Rotterdam, Holland. Volume of shipments to the West is very small in comparison with shipments to Eastern Europe. Western shipments are chiefly confined to Holland and Belgium, and usually the responsibility of Juschneschtrans in such transactions is limited to carrying the goods in transit through Austria.

Eastern transports cover the Russian Zone of Germany, Poland, the GDR, and Hungary. Business with Yugoslavia has recently dropped until it now comprises only shipments by rail. Waybills for railroad shipments to the East usually read: "Marchegg-Prednosta Stanice-Dovinska Nov. Ves, to be forwarded to Exportles-Mukachevo"; in some cases, the forwarding address is given as "Prom-syrov-Import, Mukachevo" ( [redacted] Comments: The two Mukachevo firms appear to be distributors who direct the goods further, probably to the USSR). Danube barges are sent to Ismail.

### 3. Relations of Juschneschtrans with DDSG

As a transport agency, Juschneschtrans acts in close cooperation with the DDSG but is entirely independent of it. Russian director POPOV personally confers with a Russian admiral, chief of DDSG, concerning all water shipments, probably, this contact is made only because of the necessity of keeping the transports a secret.

### 4. Relations of Juschneschtrans with Schenker & Co.

The transport firm of Schenker & Co. was taken over by the Russians as a German asset. [redacted] Since the Schenker firm occupies office space in the Juschneschtrans billet, Vienna IV, Wolllebensgasse 6, and since, like Juschneschtrans, Schenker is also a Russian-controlled transport enterprise, the two firms, though operating independently, maintain a working association. In general, when Juschneschtrans is temporarily short of trucks, some orders are turned over to Schenker, which then renders an account to Juschneschtrans. The Russian accountant of Juschneschtrans, LASTOV, is believed to exercise some financial control over Schenker & Co. Schenker has become largely divorced from its former affiliates elsewhere in Austria and abroad, and its scope of operations is now greatly reduced. Juschneschtrans has hired a number of former Schenker employees. It is interesting to note that Schenker carries out orders for USIA only [redacted] orders are turned over to it by

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Juschweschtrans. Schenker is further connected with Juschweschtrans through personal ties joining the Soviet director of the former, BIELIKOV, to the Soviet director of the latter, POPOV; BIELIKOV studied the transport business at Juschweschtrans and still occasionally asks the advice of POPOV concerning business management and policy.

5. Relations of Juschweschtrans with Moscow

As already stated, Soviet director POPOV reports directly to Moscow, but it is not known to which particular authority he is responsible. Once, when POPOV refused to grant some employees a salary raise, he stated that he could not grant it because he was obliged to carry out Moscow directives to the letter. Juschweschtrans is allowed to make a 5% profit from USIA, which has to be deposited in the Soviet Military Bank.   Comment: Juschweschtrans makes no profit on USIA rail charges; see under paragraph 16.)

6. Political Orientation of Firm

Soviet director POPOV does not exert any political pressure on the working staff and often states that Juschweschtrans, as a commercial enterprise, has nothing to do with politics. POPOV has, in the past, employed former Nazis in the firm and defended them against Communist attacks. DONETZHUBER is also thought to be chiefly interested in running the plant efficiently. Not more than twenty of the employees are Communists.

1. Organization of Personnel

As mentioned, POPOV and his Austrian assistant DONETZHUBER are the directors of Juschweschtrans and decide matters of policy. DONETZHUBER is particularly concerned with international shipments, leaving USIA business, which he considers distasteful, to his subordinate, Wilhelm BARTA. Both POPOV and DONETZHUBER are well liked by their employees. Organizational breakdown is as follows:

a. Accounting Office

The accounting office is divided into an Austrian and a Russian branch. The Austrian branch is run by a Communist, Karl WAGNER, residing at Vienna IV, Schaumburggasse 3. He is assisted by three female secretaries, none of whom has any political affiliations: Leopoldine KARASEK, residing in Essling near Aspern (Vienna XXI); Helene WURM, residing in Klosterneuburg; Caroline METZ, address not known.

The Russian accounting branch is headed by a Russian, LASUTIN, known to be a convinced Communist. He is assisted by four Russian female employees who are periodically captured and repatriated to the USSR. Their principal task is to translate the bookkeeping entries of the Austrian accounting section from German into Russian.

b. International Shipping Department

This department is headed by Gottfried PICHLER, residing at Vienna II, Ausstellungstrasse 63; PICHLER is a hardworking, conscientious employee who particularly courts DONETZHUBER's favor. PICHLER's secretary is Frau Katharina ADLER, a convinced Communist, residing in the Juschweschtrans billet at Vienna IV, Wohllebengasse 6. BUDIL, an elderly man with no political affiliations, residing in the Juschweschtrans billet, also works for PICHLER. NEUGEBAUER, residing in the Juschweschtrans billet, also works in this department; he is a Hungarian Jew who has been working only a few months for the firm and runs the price office (Tarifbuero). NEUGEBAUER had worked for Juschweschtrans in Budapest but left for unknown reasons. He has aroused DONETZHUBER's unfavorable attention by appearing to pry overly into Juschweschtrans' business and DONETZHUBER is expected to discharge him soon.   DONETZHUBER is of Jewish origin, he is said to

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c. USIA Shipping Department

Wilhelm BARTA, a Communist, residing at Vienna XII, Steinbauergasse 1, heads this department, which has several subdivisions and numbers seventeen employees. Dispatching of railroad cars comes under Rudolf EGNER, residing at the Juschweschtrans billet. Politically inactive, EGNER handles USIA orders for the USIA plants outside of Vienna. His assistant was Franz HILBERT, residing in Vienna IX, Porzellangasse 44, who professes to be anti-Communist. HILBERT left the firm suddenly in May 1948 for unknown reasons. Recently, BENDL has been employed in this office to calculate transportation fees and check waybills.

Water transports, as well as air transports, are personally supervised by Wilhelm BARTA, who writes out the lists of goods in Russian and notifies the Russian accounting office directly to expedite shipment. No waybills are issued for this purpose. Franz RAUSCHIL, formerly an NSDAP member, residing at Vienna XVI, Kirchstetterngasse 40, is in charge of loading Danube barges with USIA goods. A subdivision under Franz MODLIK, residing at Vienna XX, Dreschnerstrasse 128, believed to be anti-Communist, writes out waybills and appoints transport overseers (Transportbegleiter) for the various transports (MODLIK also works in the Motor Vehicle Department). MODLIK keeps a transportation book which records all USIA goods shipped by rail. Waybills are written up in German for MODLIK by his secretary, Frau STEFEL, formerly employed by Schenker, residing in Langenzersdorf, An der Muehlen 6. They are copied by the Russian accounting section. HEIDL, an employee with no political affiliations, residing at Vienna XV, Wurzbachgasse 21, takes the waybills to the railroad station.

Ernst MOENNIK, residing at Vienna V, Schlossgasse 11, has recently taken over the handling of the railroad telephone communications system. Through a special switchboard (now known as the Russian transport control system), MOENNIK establishes direct communication with the various Austrian railheads. Before 1945, this telephone line was available only to railroad officials. The Russians took over control of the telephone line, which enables them to locate freight cars within a few minutes. This Russian transport control service in Vienna can be called at any time from the various railheads by dialing first their own number and then extension number 353. Thus, the Russian transport control service may be informed within a few seconds concerning trains passing through the given railroad stations.

The following persons, all Communists, work for the USIA Shipping Division:

Franz KRISTAN, Vienna II, Engelsplatz 9;  
Josef PETRASCHKE, Vienna II, Grosse Stadtgutgasse 14;  
Karl MLAKA, Vienna XI, Klosterneuburgerstrasse 5;  
Stefan MRKAL, Vienna VII, Burggasse 22;  
Ignaz KRATSCHKA, Vienna X, Birkenhof 10.

d. Motor Vehicle Department

This department is run by Franz KLEMENT, residing at Vienna III, Rennweg 14, with the assistance of Franz MODLIK (already cited under USIA Shipping Department). There are over sixty trucks, varying from three to five tons, with diesel motors.

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There are sixty drivers. Juschweschtrans also owns a newly renovated bus which holds thirty passengers and is occasionally rented to customers for 600 schillings per day, including gas and chauffeur. A garage under Russian supervision is maintained in Inzersdorf.

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# 8. Special Sections of Juschneschtrans

In addition to the four principal departments mentioned in paragraph 7 above, there are several other special sections. It is emphasized that all departments are controlled by DONETZBUR, who is superior to all the department heads.

## a. Pay Office

The payroll is prepared by Wilfried HAVEL, residing at Vienna XVII, Blumengasse 11, said to be honest and without political affiliations.

## b. Personnel Office

Personnel matters, including insurance, are in charge of Karl TEMEL, residing at Vienna II, Obere Donaustrasse 29, who has no political affiliations.

## c. Supplies

Karl SAUER, residing at the Juschneschtrans billet, a former NSDAP member and at one time a railroad worker, is in charge of the gasoline supply for the trucks. Until recently displaced by Karl MOSA (see next paragraph), he was also in charge of scrap-iron deliveries.

## d. Delivery of Scrap Iron

Karl MOSA, a Romanian of German origin residing at Vienna XX, Traisengasse 18, is in charge of scrap iron deliveries. Prior to November 1947, USIA shipments of scrap iron through Juschneschtrans were delivered exclusively to Belgium by way of Switzerland. About 30,000 tons of scrap iron were sent to Belgium. Since November 1947, scrap iron is being delivered exclusively to Czechoslovakia. Up to the present, about 60,000 tons of scrap iron have been delivered to the CSR, an amount equal to about 6,000 railroad carloads (computed on the basis of ten tons per railroad car). The waybills state the destination of the scrap iron to be the Czechoslovak railhead of Trinec near Teschen (Silesia).

The recipient of the scrap iron is a Czechoslovak national enterprise cited as Banská a hutní společnost národní podnik Bohumin Trinec. (national mining and iron works Bohumin Trinec). The scrap iron in question originates in the various USIA plants and consists of material from dismantled plants, plus airplane and automobile wrecks. Special welding machines cut up the scrap iron which is then transported to the railroad stations in Juschneschtrans trucks.

In March 1948, the firm of Continentale, iron wholesalers, at Vienna I, Neutorgasse 15, was particularly active in delivering scrap iron to USIA for transport by Juschneschtrans to the CSR. In the period of 1-15 April 1948, Juschneschtrans dispatched 238 carloads of scrap to Trinec, CSR; an additional 166 carloads were sent to the same place in the period of 15-28 April 1948. These shipments were picked up by Juschneschtrans from various USIA plants, but chiefly from the locomotive factory in Floridsdorf and from Hutter u. Schrantz AG.

Comment: Scrap is never shipped to Hungary or Russia. It is probably used by the Czechoslovak armament industry.)

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# 9. List of Employees

- a. The following list of personnel with their addresses includes all employees not previously mentioned, but regarded by source as occupying important posts (exclusive of transport overseers, for whom see paragraph 9b).

Michael CEREBAN, Vienna II, Leopoldsgasse 26, driver; DP; Serb; Communist.

Franz DOLEZAL, Vienna XI, Strindberggasse 2, driver; OEWV affiliations, very honest and generally respected.

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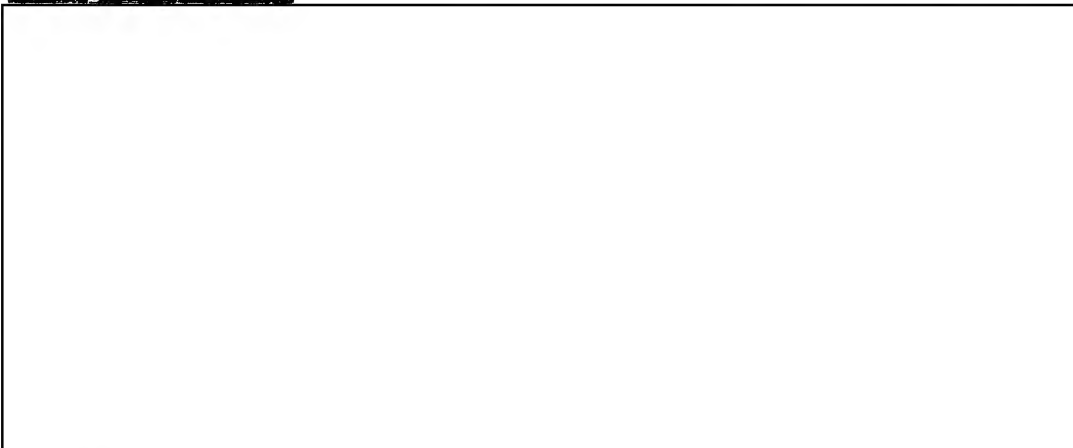
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11. Procedure for USIA Orders

Every order from USIA is submitted to Juschweschtrans in a letter, written in Russian, which states: "On the basis of attached bill of delivery, you will pick up the following goods.....at the plant.....and dispatch them after advising us by telephone". DONETZHUBER has the letter translated into German and transmits it to the USIA-department (under Wilhelm BARTA, see paragraph 7c above). DONETZHUBER also gives instructions to BARTA as to the manner of shipment of the goods, whether by rail or by water. Such instructions are always subject to revision by POPOV. If the goods are to be forwarded by rail, the USIA letter in translation is turned over to the railroad section under EGNER, who then makes arrangements with a special section under MODLIK (see paragraph 7c above). MODLIK arranges for actual loading of the goods at whatever factory was mentioned on the original bill of delivery (called in Russian a "Naryad" and bearing the signature of the chief accountant of USIA). If the shipment is to be carried out by ship, BARTA arranges with MODLIK directly for pick-up of goods by truck. Once the goods have been picked up, appropriate waybills are made out and the goods taken to the railroad station (or harbor) for further shipment.

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12. Listing of USIA Orders13. Waybills and Other Documentation for USIA Shipments

According to Austrian law, a waybill (Frachtbrief) is a contract, drawn up between a transportation firm and a railroad or shipping company for transportation of goods. The contract automatically expires once the goods, following transmittal to the railroad or shipping company, reach their proper destination and the transportation fee has been paid.

Every waybill, which accompanies goods shipped from the Soviet zone to points beyond the demarcation-line or beyond the Austrian frontier, has to be approved and stamped by Russian authorities at the Hotel Imperial. Goods dispatched by USIA are declared to be Russian merchandise (russisches Interessengut) and as such, not subject to Austrian taxes or to any other Austrian regulations normally applicable to export goods. USIA shipments abroad consequently do not require an Austrian Exportvalutenbescheinigung (export license), which is necessary for all shipments out of Austria for customers other than USIA.

USIA shipments to the USSR are assigned a transportation number (not to be confused with the Positionnummer mentioned in paragraph 12 above and of importance only within Juschweschtrans). USIA plants put Russian labels on individual packages, together with the transportation number. Content of the packages is not stated in the labels but is declared in the waybills. All shipments for the USSR are sent via Mukachevo. Transports to Yugoslavia, Rumania, Italy or Hungary cite a particular firm as destination and do not receive transportation numbers. Every USIA shipment, including those to the USSR, is accompanied by a waybill and a so-called international duty declarations (Internationale Zoll-erklärung), issued by Juschweschtrans; the declaration is for the use of customs officials and contains the number of the railroad car, contents, and weight

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of the shipment.   Comment: It is probable that Juschweschtrans, perhaps at the request of USIA, occasionally falsifies declarations, waybills, and other documentation, or knowingly transports merchandise which has been falsely declared. An example is reported in paragraph 23e below).

#### 14. Accounting and Personnel Procedures

All orders (from USIA as well as from other customers) are registered by the Austrian accounting office and filed with the corresponding waybills. However, all original documents and papers of the Austrian accounting office are kept by the Russian accounting office. All papers concerning goods shipped by barge are forwarded directly to the Russian accounting office without passing through the Austrian accounting office. Such papers are made out in Russian and are never translated into German. Waybills and invoices concerning business carried out by the scrap iron department by-pass the Austrian accounting office and are directed only to the Russian accounting office. MOSA, chief of the scrap iron section, also records his operations informally in a separate daily ledger.

The pay office calculates and pays wages and salaries. The personnel office supervises insurance for the employees and laborers and deals with the formalities of recording new employees. However, this section does not do its own hiring, since all employees are assigned for duty by USIA.

#### 15. Delivery Staff

There is no separate delivery unit which consolidates and carries out transport orders from the various sections of Juschweschtrans. Instead, with the exception of the international business department, each section maintains its own personnel for making deliveries. Occasionally, auxiliary laborers are taken on for loading operations. In general, these laborers are furnished by the firm of SIESSEK, Vienna II, Grosse Mohrengasse. The department for international business has no delivery staff but calls upon the USIA department for this service. The motor vehicle department consists of a garage and a workshop and is not equipped for packing, weighing, or other transport procedures.

Transport overseers are not required to submit reports on the transports which they carry out. They generally inform the subdivision MOTIK or the Austrian accounting office that delivery has been made.

#### 16. Transportation and Warehousing Charges

Normally, Juschweschtrans bills its customers for rail transport (which it is itself obliged to pay in advance) plus a small profit. In the case of USIA, however, Juschweschtrans makes no profit over and above the rail charges which alone are paid by USIA.   Comment: As explained in paragraph 5 above, Juschweschtrans is permitted a 5% profit on USIA, derived presumably from trucking, loading, unloading, and delivery services). For DDSG shipments, USIA balances its accounts directly, without intervention from Juschweschtrans. Juschweschtrans pays no warehousing charges. Goods are either picked up and delivered by truck directly to destination, or picked up by truck and at once unloaded into railroad cars or barges. Railroad cars are booked in advance and, if the goods are destined for Austria, are usually loaded at the Matzleinsdorf railhead (Vienna V), rarely at the Ostbahnhof; international shipments are put on cars at the Penzing railhead (Vienna XIII).

The firm maintains no warehouses at the various railheads. Any demurrage charges are passed on to the respective customer (including USIA).

#### 17. Night Watchmen

A total of fifteen night watchmen are employed, three of whom watch the installations at Vienna IV, Wohllebengasse 6 and 8, while the other twelve work at the garage in Inzersdorf. There is no Werkschutz at Juschweschtrans and the night watchmen, who wear civilian clothes and are unarmed, have no connection with the Werkschutz.   Comment: There are rumors that a Werkschutz will be organized at Juschweschtrans.)

#### 18. Security Measures

Juschweschtrans transports are not insured. Transport overseers are held responsible when thefts occur, which do not happen often.



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The entire working staff has been informed that any one who reveals information concerning Juschwneschtrans operations will be prosecuted by a Russian military court.

Documents and papers of the firm are kept in iron safes by the Russian employees or else deposited at USIA. No Austrian employee possesses a key to a safe. Recently, DONETZHUBER complained that his safe had been unlocked and searched during the night.

Laborers and employees, including transport overseers, are constantly changed or transferred to keep them from acquiring a comprehensive picture of USIA operations.

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21. USIA Shipments Through Juschwneschtrans to Italy, March 1948

Comment: USIA business with Italy was resumed in March 1948 after a cessation of several weeks; the shipments noted in this paragraph do not necessarily include all USIA transactions with Italy).

USIA delivered ten carloads of sulphide cellulose (Sulfidzellstoff), via the firm of Untag in Innsbruck, to Innocenti Mangili Adriatica in Milan, in return for oranges.

USIA delivered ten carloads of tin to the Fructus firm in Merano and the same quantity to the Rottensteiner firm in Franzensfeste (Fortezza, frazione di Mezzaselva), South Tyrol. Both shipments were in return for oranges.

22. USIA Shipments through Juschwneschtrans to Eastern Europe, March and early April 1948

Comment: This list is not necessarily comprehensive).

USIA shipped the following goods to Eastern Europe during March 1948:

Agricultural machinery of the firm Hofherr-Schranz, Landwirtschaftliche Maschinenfabrik AG, Vienna I, Kärntnerring 13.

100,000 pitchforks from Wopfung near Berndorf, Lower Austria.

Comment: Probably from the Fabrik Landwirtschaftlicher Geräte Schorndorf, Wilhelm Abt, G.m.b.H., Zw.-N. Wopfung.)

Several thousand flat irons and boilers from Siemens, Vienna XXI, Siemenstrasse.

Numerous agricultural machines and hay rakes, produced by Nibelungenwerk in St. Valentin.

Large amounts of paints and varnishes from Lackfabrik Herbig Harrhaus in Vienna-Voeseendorf and from the firm W. Megerle, in Vienna XXI, Christian Buchergasse 35-37.

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Textile goods from the Degos Firm, Vienna XXI, Magdeburgerstrasse, and the Glanzstoff-Fabrik in St. Poelten.

Several hundred electric motors from the firms of Siemens, Vienna XXI, Siemensstrasse, and AEG.

Rolls of cables, several kilometers long, have regularly been shipped eastwards via rail and water; the cable was produced by Ariadne, Wiener Kabelwerke in Vienna XXI, Brunnerstrasse, and Siemens Kabelwerke. Forty carloads, each carload about twelve to fourteen tons, consisting of Siemens electric motors, each weighing eighty kilograms, were sent to the following address: Station Schwarzenberg bei Dresden, Maschinenfabrik Krauswerke, [redacted] c/o Capt. KASHIN.

### 23. Juschweschtrana Shipments from 20-28 April 1948

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**Comment:** The following list, though notably more complete and detailed than the information given in paragraphs 21 and 22 above, probably represents about half of Juschweschtrana's total business during the period in question).

- a. 260 cubic meters of lumber (Schnittholz) and 100 cubic meters of veneers were sent by rail to the firm Tarvis Sitespress, Milan, Italy, supposedly in return for fruit. **Comment:** The wood came from the USIA depot in Vienna XX, Leystrasse, adjacent to the Engelhof. This depot stocks mainly wood, but also has stores of iron. The Klosterneuburger Holz-AG, a USIA plant, transports wood to the depot, which is about the same size as the depot at Vienna X, Tolbuchinstrasse. Last fall, about fifty carloads of panels and plywood were picked up at the depot and shipped eastward by barge.)
- b. Five carloads of plywood (total weight 43 tons) were sent to the firm Batista Letig at Trieste; this shipment also originated at the Leystrasse depot.
- c. Three carloads of plywood (total weight forty tons) were sent to the firm Sitespress in Milan, and shipped via Pontebba, Italy.
- d. Six carloads of plywood (total weight seventy-eight tons) were shipped by barge from the depot in Leystrasse to an unknown destination.
- e. Nineteen carloads of disk wheels (Scheibenrader), produced by Eisen- und Stahlwerke in Traisen, Lower Austria (each carload containing 170 disk wheels weighing 80 kgs. each) were shipped to the firm of Waggonbau AG in Weimar, Thuringia, Germany. Accompanying documents declared the shipment to consist of narrow gauge rails (Feldbahn) for rural lines. **Comment:** In recent months, a total of about 15,000 disk wheels has been shipped from Traisen. Employees at Traisen are fully aware that this material is designed for tanks, not for railroads. In early March 1948, twelve carloads of disk wheels were sent from Traisen to an address given on the waybills as Berlin-Lichtenberg, Base-Martin. Twenty additional carloads went from Traisen to the same Berlin address in late March 1948. Shipments of disk wheels were also made from Traisen to Derutra, German-Russian Transport Company, Bad Schandau, Saxony.)
- f. Traisen sent Derutra four carloads, weighing about fifteen tons each, of pipe connections (Rohrverbindungsstuecke, known as Vierlinge). A similar shipment has been sent weekly in recent months.
- g. Forty carloads of magnesite from the Radentheimer Magnesitwerke in Carinthia were shipped to Mukachevo.
- h. Ninety tons of reinforcing iron from an unknown source were shipped out of Leystrasse to Berlin-Lichtenberg, Base-Martin.
- i. Twenty tons of crude iron from Eisen- und Stahlwerke in St. Aegyd and from Waidhofen a.d. Ybbs, Lower Austria, were shipped to Derutra, in Bad Schandau, Saxony.
- j. 600,000 bulbs, packed in 400 boxes (equal to 14 carloads) were shipped by the firm of Osram in Vienna-Atzgersdorf to the firm of Exportles in Mukachevo.

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- k. Twenty-five kms. of cable, consisting of fifty cable rolls of four tons each (total weight 200 tons) were shipped by the firm Felten & Guillelaume, Vienna X, Gudrunstrasse 11, by barge to Ismail, USSR.
- l. Thirty-six electric motors (weight ten tons) were sent by Siemens I to Mukachevo. comment: Heavy electrical equipment presents certain difficulties. Siemens II in Floridsdorf delivered four generators in the summer of 1947. Each generator weighed forty tons and had a diameter of three meters. It had been originally planned to ship them by barge, but no cranes were available to load them. The generators, therefore, remained at the harbor for over two months until rail transport was finally arranged. Special fifty-ton cars (Tieflader-Güterwagen) were provided from Donawitz, Styria, for the purpose. During the summer of 1947, six large transformers, weighing forty tons each, produced by AEG at a cost of two million schillings each, were transported to Mukachevo in the same special cars. Siemens II and AEG cranes are available for loading heavy equipment.)
- m. Eight carloads of gas pipes, with sleeves, weighing ten tons per carload, produced by the iron works in St. Aegy and in Waidhofen a.d. Ybbs, left for Derutra in Bad Schandau, Saxony.
- n. The firms of Herbig Haurhaus AG in Vienna-Voessendorf and Reichhold & Fluegger in Vienna-Kagran each sent ten tons of paints by barge to an unknown destination.
- o. Eight carloads of black plate (Schwarzblech), weighing a hundred tons in all, were sent by Schmidbueche Krems to a firm in Subotica, Yugoslavia.
- p. Large quantities of timber, originating on Austrian estates under USIA control, were shipped to Mukachevo; the Russian forest administration at Vienna IV, Wiedner Hauptstrasse 57, arranged for the transports. comment: About 300 carloads of wood left for the USSR in March and April 1948; such shipments occur regularly.)

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